



City of Seattle

Gregory J. Nickels, Mayor

**Department of Planning and Development**

D. M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Number:** 2501870

**Applicant Name:** George Blomberg for the Port of Seattle

**Address of Proposal:** 44 South Nevada Street

**SUMMARY OF PROPOSED ACTION**

Master Use Permit for future site improvements to an existing cargo terminal (Port of Seattle Terminal 106). Project includes installation of two modular structures for gatehouse and employee break room, demolition of 522,700 square feet of accessory warehouse, and 14,000 cubic yards of grading.

The following Master Use Permit components are required:

**SEPA - For Conditions Only** - (SMC Chapter 25.05)

**SEPA DETERMINATION:**      ☐ Exempt   ☐ DNS   ☐ MDNS   ☐ EIS  
   ☒ DNS with conditions  
   ☐ DNS involving non-exempt grading or demolition  
   or involving another agency with jurisdiction.

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code [SMC] Chapter 25.05). Public notice was published on April 21, 2005. The required public comment period ended on May 4, 2005.

**\*NOTE:**      SEPA threshold determination issued March 4, 2005 by the Port of Seattle acting as lead agency.

**BACKGROUND DATA**

Site & Vicinity

The proposal is located on approximately 14.5 acres in the east portion of Terminal 106, adjacent to East Marginal Way within the Duwamish industrial corridor. Terminal 106 consists of approximately 31 acres. Approximately, 14.3 acres at the west portion of Terminal 106 is in use

for storage and maintenance of cargo containers and container cargo equipment. Approximately 16.7 acres of remaining area in the east portion of Terminal 106 consists of existing warehouse buildings, paved outdoor storage area and vehicle use area.

Zoning on this site is General Industrial One with an unlimited/ 85-foot height limit (IG-1 U/85). Portions of the site lie within the Urban Industrial (UI) shoreline designation. The area of the proposed work lies outside of the Shoreline boundary. The surrounding neighborhood is developed with a mixture of manufacturing, warehousing, and cargo container uses.

### Proposal

The Port of Seattle proposes the demolition of an existing 26 foot high, 522,700 square foot warehouse and re-grading of the warehouse footprint and existing adjacent paved outdoor storage and vehicle use area for industrial re-use as a cargo container handling and marshalling site. Container shipment operations would include receiving trucks carrying containers, holding containers mounted on truck trailer chassis, stacking containers up to 51 feet high, and dispatching containers via truck. Site access includes via Duwamish Avenue South and South Idaho Street.

Proposed site improvements would include: 1) grading and paving of approximately 14.5 acres; 2) improvement of vehicle circulation at the site, including on-site truck queuing lanes; 3) installation of storm drainage, sewer, and electrical utilities; 4) installation of two modular buildings for use as gatehouse office and break room/restrooms; 5) installation of maintenance area; and 6) installation of security lighting, fencing and hydrant system.

### Public Comment

No comment letters were received from the public during the comment period, which ended on May 4, 2005.

### **ANALYSIS - SEPA (for conditions only)**

The initial disclosure of the potential impacts from this project was made in the environmental checklist and threshold determination (dated March 4, 2005) submitted by the applicant's agent. The information in the checklist, construction plans, supplemental information submitted by the applicant, and experience of the Department with the review of similar projects form the basis for this analysis and decision.

### *Short-term Impacts*

The following temporary or construction-related impacts are expected: minor decreased air quality due to suspended particulate from the demolition and removal of the existing structural features, hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources. All of these impacts are minor in scope and of short duration. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts (such as the Stormwater, Grading and Drainage Control code and Street

Use ordinance). Since the proposal site is located in an industrial area noise impacts would be sufficiently mitigated by the Noise Ordinance and no other measures or conditions are warranted.

#### Demolition/Construction

Codes and development regulations applicable to this proposed project will generally provide sufficient mitigation for other impacts. The only further conditioning or mitigation that is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665) is for the proponent to notify the Puget Sound Clean Air Agency of building demolition plans, prior to issuance of a demolition permit (including prior to issuance of this MUP, which authorizes demolition).

#### Drainage and Water Quality

The proposed warehouse demolition and industrial re-use project does not include discharge of waste materials to surface water areas (Duwamish Waterway). Demolition and construction activities will be controlled by best management practices and erosion control plans to minimize potential release of soils or sediments from the site. Site redevelopment plans stipulate placement of impervious pavement and installation of storm drainage controls intended to avoid and minimize potential release of deleterious materials to ground water and surface water.

The Stormwater, Grading and Drainage Control Code, ECA Ordinance, and Director's Rules 3-93 and 3-94 provide for extensive review and conditioning of the project prior to issuance of building permits. Together with the above mentioned mitigating measures for water quality during construction, no further conditioning for grading activities is warranted pursuant to SEPA policies.

#### Traffic

The Port has indicated that during construction, dump trucks would deliver and haul materials away; and other trucks would deliver equipment and supplies. Terminal 106 is served by East Marginal Way which at this location is classified as an arterial. Adequate capacity is available on E. Marginal Way to accommodate the anticipated increase in vehicular traffic associated with the proposal and no further mitigation pursuant to SEPA for this short term impact is warranted.

#### Long-term Impacts

Long-term or use related impacts are also anticipated from the proposal. These long-term impacts are not considered significant because they are minor in scope. Notwithstanding the determination of non-significance, the following impacts merit more detailed discussion.

#### Traffic

A traffic study submitted by Heffron Transportation for the Port of Seattle documents the expected impacts of the T-106 project. Due to the reorientation of access to and from the T-106 site, the project is expected to add traffic volumes to S. Idaho Street. The traffic study forecasts that the project could generate up to 800 truck trips a day, 400 of which would enter the site from the southbound direction of Duwamish Avenue S. and 400 of which would exit the site along S. Idaho Street. This forecast conservatively assumes that the current site generates no traffic; to the extent that traffic currently accesses the site from these locations, the analysis may overstate the project impacts.

Existing traffic volumes were counted on S. Idaho Street at various times of the day, including the AM and PM peak hours, the busiest times on E. Marginal Way. The critical intersection for both traffic exiting the T-106 site and businesses along S. Idaho Street is S. Idaho St/E. Marginal Way. The traffic analysis demonstrates that, during the AM peak hour, the T-106 project is likely to add several seconds of delay to the operation of the intersection. However, the intersection would continue to operate at a good level of service (LOS B). Impacts of the project would be less at other times of the day. The additional truck traffic would increase eastbound queue lengths on S. Idaho Street; however, the vehicle queue is expected to clear during each signal phase. To the extent that the lengthened queue blocks truck loading docks of businesses located close to the intersection, these blockages are expected to be transient and clear quickly.

Truck traffic will be improved and managed for more orderly access to Terminal 106. All truck traffic will enter from the northwest corner of the site. Trucks will enter the site via a two lane truck queuing area with the capacity for holding 40 trucks in on-site queuing lanes. Trucks will then serve the container marshalling yard from an on-site gate at the southwest portion of the project site. Exiting trucks will leave from the southwest corner of the site and travel on a 35 foot wide dedicated drive lane within the property to the west end of South Idaho St.

#### **DECISION - SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

#### **CONDITIONS – SEPA**

##### **Prior to Issuance of Any Permit to Demolish:**

The owner(s) and/or applicant(s) shall:

1. The owner(s) and/or responsible party(s) shall provide documentation to the Department of Planning and Development's Land Use Planner that Puget Sound Clear Air Agency has received all information necessary to assess and mitigate likely air impacts.

##### **During Construction, the Port shall:**

2. Take care to prevent debris from entering the water during construction and to remove debris promptly if it does enter the water. Materials and construction methods shall be used which prevent toxic materials, petrochemicals and other pollutants from entering surface water during and after construction.

Signature: (signature on file)  
Bruce P. Rips, Senior Land Use Planner  
Department of Planning and Development

Date: April 20, 2006